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The China Mail

ESTABLISHED 1845

May 18, 1920, Temperature 74.

Rainfall 0.00 inch.

Humidity 92.

May 18, 1920, Temperature 54

No. 17,953.

二月

英一千九百零五年五月十八號

HONGKONG, TUESDAY, MAY 18, 1920.

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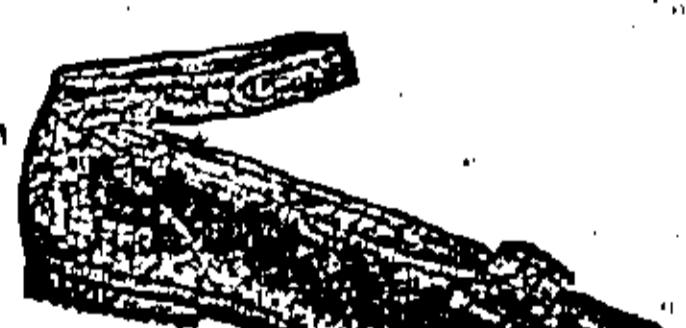
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

FRENCH AND BRITISH POURPARLERS.

LONDON, May 15.

At a conference between Mr. Lloyd George and M. Millerand to-day it was agreed to postpone the Spa conference till after the German general elections. The date of June 21 was provisionally suggested. It was agreed that the Versailles treaty be maintained in full force, particularly as regards the disarmament clauses, whose enforcement should not be postponed until after the Spa meeting. In other words the question of disarmament will not be discussed at Spa. As regards reparations M. Millerand provisionally assented to fixing a definite sum subject to certain conditions, one whereof is that France shall receive payment on account from the Germans. Financial experts are to be consulted on the question of how Germany can pay. The progress made was such that it is hoped M. Millerand will be able to return to Paris to-morrow.

After sitting the whole afternoon the conference adjourned till Sunday morning. Everything is proceeding satisfactorily.

The conference sat the whole morning. Mr. Bonar Law was present. It concluded early this afternoon when M. Millerand and the French mission departed to Paris. An official statement says the British and French governments recognise that on one hand it is to the general interest that reparation for losses and damage due to war should be secured as soon as possible and, with this object the necessary resources should be made effectively available without delay; and on the other hand it is desirable that Germany be put in a position to regain her financial autonomy by the speedy fulfilment of her obligations.

The two governments therefore agree that in order to solve the economic difficulties which are gravely weighing upon the world and mark the definite beginning of the era of peace, it is important to reach a settlement which will embrace the whole body of international liabilities which are left as a legacy of war and which will at the same time ensure the parallel liquidation of the inter-allied war debt and reparation debts of the central empires. Accordingly experts from each of the two countries will be charged, firstly, to prepare immediately for examination by their two governments proposals for fixing a minimum total for the German debt which will be capable of acceptance by the allies and at the same time compatible with Germany's capacity to pay; secondly, to determine the method of payment and the capitalisation of Germany's debt which will be best calculated to assure the realisation of the general views expressed above; thirdly, to establish conditions for division between the allies of the payment by Germany in accordance with agreements which certain allies have already reached, and which remain to be definitely settled in the case of other allies.

A CUTE ARRANGEMENT.

It is explained that payment of allied indebtedness will proceed pari-passu with Germany's payments. Thus if Germany does not pay for two years, payment by allied debtors to allied creditors will be similarly postponed.

Elucidating this communiqué by examples, if Germany has to make payments extending over a certain number of years, the allied debtors would pay allied creditors at the same rate. As regards the allied division of German payments it is pointed out that an agreement already exists whereunder 55 per cent. goes to the French, and 25 to the British, but Belgium has a fixed priority of charge. The French advanced proposals involving priority in reparation but the alternative solution outlined prevailed, and an agreement reached which the premiers regarded as a fair and reasonable settlement of a tangled problem. France gets very valuable benefits at the British expense but the latter is making concessions which she regards as right and just to France.

All eyes were directed on this conference held during the weekend. The Lloyd George and Millerand discussions were held at Phillip Sassoon's villa at Lympne, their respective staffs being housed at Hythe.

POLISH OFFENSIVE CONDEMNED.

LONDON, May 15.

The League of Nations Union publishes correspondence between Lords Robert Cecil and Curzon on the subject of the Polish advance. Lord R. Cecil, writing on May 3, strongly condemns the Polish offensive and hopes the British government will immediately summon the council of the League of Nations to deal with the situation. Lord Curzon replied on May 11. He denied that Poland was preparing to attack Russia for months past. He declared that the Poles endeavoured to open peace negotiations that were genuine and only abandoned when the Poles learned that the Bolsheviks were concentrating opposite their front; the large supply of guns and materials captured from Denikin. Lord Curzon says it is impossible to invoke the intervention of the League of Nations to check an offensive in an unfinished war. The League of Nations would be in a difficult position if it attempted to mediate between Poland and the Russian government which does not recognize the League's authority. Lord Curzon disagrees with Lord R. Cecil's view that Estonia and Latvia are hostile to Poland. Lord Cecil replied on May 13, dwelling on the disease, starvation, and misery in eastern Europe, and hoping that even now steps might be taken to retrieve the position.

[Note Lord Curzon's reference to a concentration on the Polish front. He does not mention that this front is in Russia, as bounded by the Peace Conference. - Ed. C.M.]

BUSY PORT OF LONDON.

LONDON, May 15.

A statement issued by the Port London authority says the position of shipping at the docks on May 12 was 74 discharging, 21 loading, 46 lying up, repairing, or bunkering, two waiting at dock to discharge or load, and one waiting in the river to dock. The total tonnage was 441,526.

KING WANTS CITIZEN ARMY.

LONDON, May 15.

The King received at Buckingham Palace the lord-lieutenants of counties, lord mayors and provosts of Great Britain, whom he addressed on the subject of reconstruction of the territorial army. He said the territorial army should be reconstituted in order to become the foundation of the army system. Every possible step should be taken to speed the work. He invited those present to enlist the sympathy of employers in the formation of an indispensable volunteer citizen army.

EARLIER TELEGRAMS

(Reuter's Service to the China Mail.)

CONSTANTINOPLE OUTRAGE.

CONSTANTINOPLE, May 14th. A policeman attempted to shoot the Grand Vizier, but only wounded an attendant. The would-be assassin was arrested.

THE PRINCE OF WALES.

SYDNEY, May 14th. The Labour Council, after a heated debate, has decided not to participate in the welcome to the Prince of Wales.

EMPIRE MOTOR FUEL.

LONDON, May 15th. An Empire Motor Fuel Committee has been appointed with a view to developing the production of additional supplies in all parts of the Empire.

OBITUARY.

LONDON, May 15th. The death is announced of Mr. Ronald Burrows, Principal, King's College, London.

COUNTY CRICKET.

LONDON, May 14th. Marylebone beat Nottinghamshire by 5 wickets. Lancashire beat Leicestershire by 129 runs. Sussex beat Warwick by 128 runs. In the Sussex second innings H. Wilson scored 157.

TAXATION OF WAR WEALTH.

LONDON, May 15th. Representative banking, commercial and Stock Exchange bodies have made representations to the Select Committee, strongly criticising the scheme for the levy on war fortunes and urging the danger of a financial panic if the levy is imposed.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on April 14 as follows: -

Since the issue of our last report raw material values have been affected almost entirely by speculative influences, the trade-demand remaining very quiet. At New York prices have risen steadily, the market being dominated by persistent bad weather and labour reports from the growing States which have resulted in a good deal of apprehension over the new crop outlook. This has not however had the effect of raising prices for American cotton at Liverpool, there having been a further appreciation in sterling exchange as the result of which rates there have steadily declined. Egyptian has been in greater demand and prices are firmer and considerably higher. Reports on the new crop from Alexandria are more encouraging and state that the weather conditions are fairly good; land preparation is in full swing and it is rumoured that the acreage under cultivation is the largest on record. In the yarn and cloth markets there is again an absence of new features to report. The opening after the holidays was extremely quiet and there is still no improvement in the demand. Producers are however undisturbed by the continued inactivity being still confident in the belief that a renewal of buying will set in before present engagements are worked off. The wages advance is also still under discussion and whilst a settlement of this question remains in suspense with the possibility of a strike at the end of the month, both spinners and manufacturers show little keenness to go further ahead. Prices remain firm and unchanged but should the present lack of demand be prolonged there can be little doubt that there would be a considerable falling off in values. Eastern cablegrams are now coming to hand very much quicker, many of them taking one day only in transmission. The larger outlets still remain very inactive however. China enquiry is now on the smallest scale and although India offers are slightly more frequent, little has resulted as yet; dhoties, for which the absence of demand has been so marked that makers and finishers have had to turn their machinery on to the other classes, are rather more active. South America, Java and the Straits are offering slightly more active. For sale by all Chemists and Stores keepers.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowel, and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Stores keepers.

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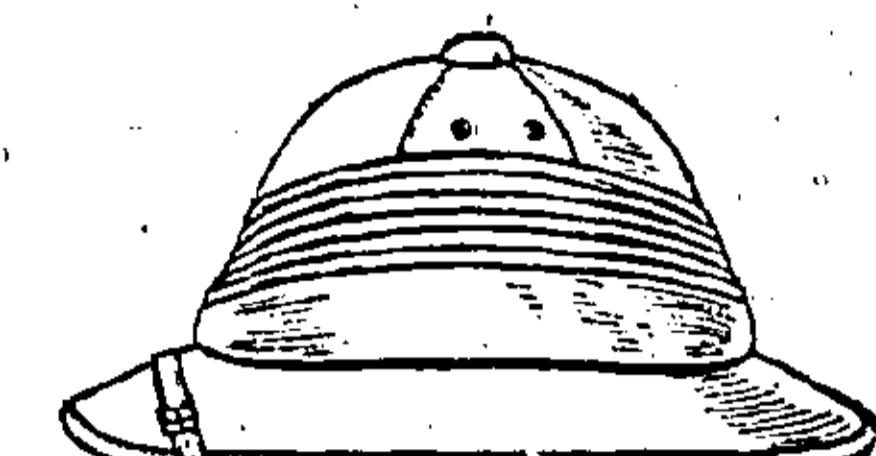
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In Casks of 375 lbs. net.

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By taking our "ROOSTER BRAND" MACARONI, PASTA STARS, EGG-NODDLES, VERMICELLI, or other kinds of Soup-Stuff REGULARLY you will have no complaint of any kind of sickness, as our Products being manufactured from Flour of the best quality and made the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

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Nothing more refreshing for baby than a warm bath with Cuticura Soap, especially if his skin is hot, irritated or rashy. After bathing, cut the skin with any irritation with Cuticura Ointment. They are ideal for all toilet uses.

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893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 95

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at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.Sundry Household Furniture,
etc., etc., etc.
(Removed to Sales Rooms for Con-
venience of Sale),
comprising—Pair Tank White Enamelled Twin
Beds and Hair Mattresses, Chesterfield
Sofa, Velvet File Carpet, Small Gramo-
phone and 70 Records.Also—
5 Cases Devonshire Cyder
(only just arrived),
AndA large quantity of Boundary Netting
for TENNIS COURT.Terms:—Cash.
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Auctioneers.
Hongkong, May 15, 1920.

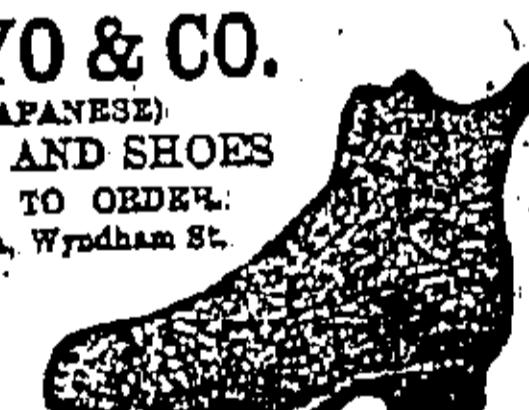
(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
May 21, 1920, at 10:30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.Four Pedigree Fox Terrier Pups,
(about 7 weeks old).Terms:—Cash.
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Hongkong, May 17, 1920.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
May 21, 1920, at 10:30 a.m.,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of
Ice House Street—One Australian Pointer Bitch.
Terms:—Cash.
HUGHES & HOUGH,
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Hongkong, May 17, 1920.

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We showed him a ***

CORONA TYPEWRITER*

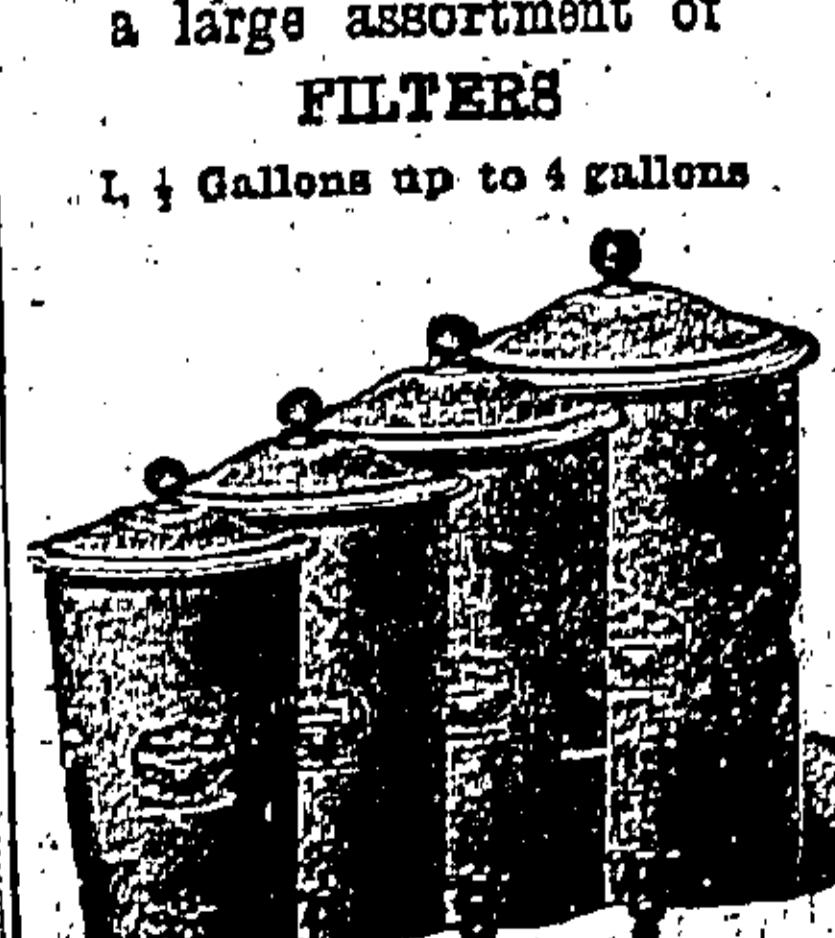
and yesterday ****

he bought another ***

to send to his ***

brother. ****

Have you seen one?

ALEX. ROSS & CO.
25 DES VAUX ROAD
TEL. 27
GARDEN
KOWLOON
TEL. 147C. E. WARREN & CO., LTD.
No. 30, 31 Des Vaux Road Central
Established 1900Just arrived
a large assortment of
FILTERS

WANT ADVERTISEMENTS

25 WORDS 3 INSETIONS.
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

WANTED.

WANTED.—To Purchase a setter
or Pointer PUP (dog) apply
1183 c/o "China Mail."

TO LET.

TO LET.—Furnished "Ava House"
May Road. Apply to The
Hongkong Land Investment & Agency
Co., Ltd.

SITUATION VACANT.

TO LET.—A SHOP in Nathan Road,
Kowloon.Apply to Humphreys Estate & Finance
Co., Ltd., Alexandria Buildings.

A BRITISH INSURANCE OFFICE

(TARIFF) is open to receive applica-
tions for representation (Fire
Marine) from GENTLEMEN and
MERCHANTS of undoubted integrity,
and able to induce good volume of
business. Apply:—"INSURANCE"
Leicester Hall, 43, Fleet Street, London,
England.

REPULSE BAY HOTEL.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
the 47th ORDINARY YEARLY
MEETING of the Society will be held
at its Head Office, Nos 3 and 4,
Queen's Buildings, Hongkong, on
FRIDAY, 21st May, 1920, at Noon,
for the purpose of receiving the
Report of the Directors together with
the Statements of Account to 31st
December, 1919, and of declaring
Dividends, etc.The TRANSFER BOOKS of the
Society will be CLOSED from
8th May to 21st May, both days
inclusive.By Order of the Board,
C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE MISSES de VINE and TERRY
SOCIETY ENTERTAINERS

will introduce

HARMONY and SONG

at the usual

TEA DANSANT and DINNER

DANCE

to be held

on

WEDNESDAY, MAY 19th

SATURDAY, MAY 22nd

AND

WHIT MONDAY, MAY 24th

SUNDAY, MAY 25th

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

PUBLIC AUCTION.

By Order of the Mortgagors

BRITISH TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
the 5th ORDINARY YEARLY
MEETING of the Company will be
held at its Head Office, Nos 3 and 4,
Queen's Buildings, Hongkong, on
FRIDAY, 21st MAY, 1920, at 12:30 p.m.,
for the purpose of receiving the
Report of the Directors together with
the Statements of Account to 31st
December, 1919, and of declaring
Dividends, etc.The TRANSFER BOOKS of the
Company will be CLOSED from
8th May to 21st May, both days
inclusive.By Order of the Board,
C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE HONGKONG ELECTRIC
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that
the THIRTY-FIRST ORDINARY
GENERAL MEETING will be held at
the Company's Offices, St. George's
Buildings, on SATURDAY, 22nd May,
1920, at 11:30 a.m., for the purpose of
presenting the Report of the Directors
to 29th February, 1920, and electing
Directors and Auditors. The TRANS-
FER BOOKS of the Company will be
CLOSED from the 15th to the 22nd
May, 1920, both days inclusive.By Order of the Board,
GIBR. LIVINGSTON & CO.

Hongkong, May 4, 1920.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.

THE Steamship

"TENYO MARU."

From SAN FRANCISCO, via HONO-
LULU, JAPAN PORTS & MANILA.

The above named Steamer having

arrived Sunday, morning 16th inst. con-

signees of cargo are hereby notified

to present their Bills of Lading for counter-

signature, and take immediate delivery

from alongside steamer in the Company's

Godown, where all cargo impeding im-

mediate discharge will be landed at

consignee's risk.

Storage will be assessed on

cargo remaining undelivered after

Monday, 24th inst.

All broken, chafed and damaged pack-

ages will be landed into the Company's

Godown, where same will be examined on

Tuesday, 25th inst. at 11 a.m.

No claims will be recognised after

goods have left the steamer's Godown, and

none will be entertained if presented

later than three weeks after arrival

of steamer.

No fire insurance whatever will be

effected.

Y. TSUTSUMI.

Manager.

Hongkong, May 17, 1920.

SOVIET SIDE-LIGHTS.

BRITISH OFFICER'S AMUSING
STORIES.

A ROBBER SOCIETY.

Capt. Hamilton Blair, D.S.C.,
commander of the Pangbourne Nau-
tical School cadet training-ship "St.
George," which has just left Plymouth
for a two months' cruise to the Canary
Islands, was in the war associated
with Com. Max Horton, V.C., R.N.,
and during his active service career
encountered adventures enough to last
a lifetime.Having spent a good deal of time
in the Black Sea, he acquired in-
timate knowledge of the vagaries of
the peoples of the Balkan States and
of Bolshevik Russia. After the Re-
volution his vessel was for some time
based on Odessa, and he was one of
a small volunteer-band who suggested
taking across by oil truck a 35-ton
submarine to the Caspian Sea, where
the Bolshevik Fleet was to have been
the centre of attraction. For reasons
not disclosed, the scheme was turned
down.Capt. Blair keenly appreciated the
humorous side of his experiences. He
certainly has the saving grace of humor,
and extracted many a laugh when
another would have indeed been cult-
dog. After the establishment of Bol-
shevik rule in Odessa, when life was
held rather cheaply, the captain re-
called a cinematic advertisement which
ran in Russian: "Come and see this
great picture to-day while you are
alive: to-morrow you may be dead."

DICK TURPIN SOCIETY.

"I wonder," said Capt. Blair, laps-
ing into grave reflection, "if those in
this country who openly shout in
favour of Bolshevism have any idea
of what goes on when the new cult
takes a ruling hand. A short time
ago I returned from Southern Russia
where, though the Bolsheviks were
not very strong, their methods were
such as to make one think the world
had gone mad. History had repeatedly
shown that a revolution may be a
good change for a country. But this
Bolshevik movement is absolutely
abominable—very often ridiculous.
Looking at the ridiculous side of it,
in Odessa there existed among the
Bolsheviks a society which called itself
the Society of Robbers and Thieves.
This society for some time
kept the population in fear. Peoplewho ventured into the streets at night
were attacked by these ruffians, the
clothes and everything possessed
taken from them, and they were
sent home naked. Certainly these
gentlemen of the society had their
code, for they took their privileges
in a most serious manner. On one
occasion a family, while driving to a
neighbour's house, were stopped and
robbed. They were extremely indi-
gent, and complained to the president
of the Robbers' and Thieves' Society
that it was the third time on which
they had suffered during the past
month. In answer to their protest
the president gave them a pass to go
about free from molestation for sixty
days.On another occasion the captain
of a ship lying in harbour thought he
would like to give a dinner to some
of his Russian friends on shore. He
sent out invitations, and among the
replies he received a letter from the
president of the Thieves' and Robbers'
Society, in which he stated that if two of the members of the society
were invited to join in the dinner no
harm would come to the other guests,
which really meant they would not be
robbed. This epistle put the captain
in a rather awkward position, for he
had selected his guests so as to make
an impression. After discussing the
matter with his first lieutenant, he decided
for the safety of his guests, to invite
the two Bolshevik members. Curiosity
to meet these modern Dick Turpins
had a little to do with his decision.
On the evening of the dinner party his guests arrived, also the
two members of the Robbers' and
Thieves' Society, and everything went
well until the time of departure, when
the two members came forward and
presented each of the guests with
passes, and not one of the diners was
molested. To those who admire such
men as Dick Turpin, Ned Kelley,
etc., this would rather appeal to them,
but fancy every time one went to
dinner having to appeal to some hooligan
for a pass to return home.

(Continued on Page 92)

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED,
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE and MOTOR ACCIDENT.

For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.THE HOTEL ASIA
WEST BUND, CANTON.The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cruising, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.Special monthly and family rates can be
arranged on application toTHE SUN CO., LTD.
Proprietors.LONG HING & CO. PHOTO SUPPLIES,
Kodaks and Kodak Films, &c. &c.
DEVELOPING & PRINTING A SPECIALTY.
No. 17A, Queen's Road Central, Hongkong.

Tel. 1036. Tel. 1036.

GARAGE ACCOMMODATION
FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month

GIN.

Sir R. Burnett & Co.'s Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TEL. 616.

Wm. Powell Ltd.
TELEPHONE 346

SEE WINDOWS
FOR
CHILDREN'S
WASHING FROCKS
"JACK TAR TOGS"
AND
JUMPERS.
EXCELLENT RANGE TO
CHOOSE FROM.

BIRTH.
PITTENDRIGH.—At Craigmor West,
161, The Peak, on the 16th inst.
to Mr. and Mrs. W. MCKENZIE
PITTENDRIGH, a son.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, MAY 18, 1920.

POLES AND RUSSIA.

The telegrams leave us in considerable doubt as to the position between Poland and Russia. Some time ago it looked as if Russia was on the edge of peace with them and their neighbours. More recently we had reports of big Polish victories over the Russians. To-day there is more talk of peace. Some of this is news, and some only propaganda. It will be understood that those who still trust the Allies are at war with the Bolsheviks regard the Poles as fighting our battles. We are not. Although Allied warships, presumably including British, bombard part of the Russian coast, and although the Japanese in Siberia remain to play their own game, there is no anti-Bolshevik war. These are mere filibustering, on our part due to the failure at Home to dislodge Winston Churchill. The Poles have been misled into expecting Allied support, and in the hope of extending the boundaries set by the Versailles Peace Conference, have gone very far. Too far, if we may recall, the fact that on February 29th the committee of ambassadors sent a note to Poland, telling it that it had "strayed far into Russia from the eastern boundaries laid down for Poland by the Peace Conference." It is understandable that Poles might not be satisfied with what was given them. It is not understandable that any of us should support them in flouting the decision of our own Peace Conference. Honar Law in the House of Commons made it plain that so far as Britain is concerned, she will neither bind nor hinder Poland in settling with Russia herself. As we consider that the Russians are the stronger, we feel sorry for the Poles, and think that their vaunting ambition has overleapt itself. They may now lose some of that which the Treaty gave them. Of course the Allies may then step in to rob Russia of the reward of military success. This would make Bonar Law a liar, but that is a small matter for a politician.

ADVERSARIA.

Among the various types of man we see, as all readers must have noticed, is that which allows its personal dislikes and grievances to affect the conduct of its business. A Judge who had had a private quarrel with a man in a club, and who afterwards happened to sit in judgment over him, would earn the scorn of you all if it appeared that he had allowed private ricks to influence his professional decision. A business agent who doesn't like our "fone" but masks that. Let's start afresh. A government servant who disapproves of our politics (generic term) and who acts in his official capacity so that—but that's not necessary either. Let us put it bluntly. We "joshed" our Colonial Secretary rather strongly in connection with the Golf Club meeting. Then we approached him on ordinary business. Now there are men here who would have taken that as the first chance to show resentment. It is up to us to note that Mr. Fletcher made absolutely no change in his habitually courteous manners! Our reporter, as witness his article on Saturday, was impressed thereby. This note, of course, is prompted by a desire to be fair to one of a class we frequently attack, and it promises no change in our habitually discourteous manners.

The following adv.

PITY cut from a Singa-

RESERVED, pore paper has been

handed us for sympathetic comment: "Englishman, Ex-Airman, had to descend from heaven owing to shortage of petrol, desires work. No money, no training, no influence; only handicap war service. Tuans Besar please note. 'Tuans Besar' is Malay for what we call 'Number One.' What descent from heaven means we do not know, unless he means that he was a non-producer who has at last been compelled to work for his living. If so, we reserve our sympathy. He does not seem to count 'no training' as a handicap, but he will find it is one. Most of us have had to undergo tedious and expensive training to hold down our jobs. We have noticed with regret a tendency on the part of some war heroes (some, not all) to expect that they should sit on a pedestal for the rest of their lives and be served by an adoring populace. We had one on our staff a while ago. Poor beggar! They are booked for disappointment.

It is the things

PRAYSE FIRST, that man has

PRAYER NEXT, made that occa-

sion the need for

prayer. A modern poet very neatly

reminds us that the things that are,

apart from human contrivance,

seem universally to call for praise.

For colour and beauty, for trees

and blossom and cloud and haze,

for the spirit of fun and frolic and

laughter and light, bred of joy in

beauty, pay the homage of praise.

For the gladness that has been, and

for the memory that retains it, be-

also praiseworthy, as for the glories

that the healthy eye may go on look-

ing at.

London papers see

some foundation for

THE IMPORTANCE, the statement that

OF OFFICIAL, the Egyptian revolt

MANNERS! was largely due to

the bad manners of

certain British officials. That also

is an old story in India and other

lands where the White Man's Bur-

den is irritably borne.

The examinations that such officials pass

often with high honour, want revis-

ing. There are subjects that might be dispensed with. The examination should deal with temperament, with race prejudice, with snobbery—in a word, with manners. The swarier in mood should count for a special allowance, as language does. Where is the benefit of linguistic skill, if the skilled ones uses his skill merely to offend the lowly, subordinate, the worm that sometimes turns? This is not a class question. We meet "gentlemen" who are boorish, and pretenders who are courteous, both habitually. Overwork may explain occasional bad manners, but as a rule do not excuse them. It is more often a foolish idea of "putting them in their proper place." A certain ex-governor probably tingles yet at the recollection of an unsuccessful attempt to humble a belligerent editor at Government House, Hongkong. That seemed to be calculated rudeness, and it was promptly and effusively reproved. From Cairo a special correspondent relates a case that sounds more like ignorance or thoughtlessness. A dignified, serene and elderly native of high standing, educated, and knowing English, waited on a young official. This man was talking "horses" to a friend, and paid no attention to the old man, though he knew he could understand the conversation. When at last he did turn to him, he said: "Well, what do you want?" The old man restrained his annoyance and stated his application, which was tersely granted, with a nod, and the young gentleman resumed his chat. The old man told the special correspondent that he would almost rather have had his request denied, than granted in such contemptuous form. It is not uncommon to hear officials declare this sort of thing expedient, to keep the beggars in their places. That is a vulgar lie. They do it because they enjoy doing it. A gentleman simply cannot be impolite, even to callers, his dislikes. The political importance of good manners is obvious.

Impressive as that fact is, the sequel is more so. More than a thousand of these men have completed their training, have been set up in some occupation they have mastered, and, having put their training into practice, are able to speak not only of their interest in their work, not only of the most astonishing success in competition with sighted workers, but of real contentment, real enjoyment of life, of happiness and of hope—things which seemed lost to them for ever when first the news was broken to them that they were blind.

These men who have already re-

CORRESPONDENCE.

ST. DUNSTAN'S.

To the Editor of the China Mail.

OUR BLINDED SOLDIERS.

Dear Sir,—To the generous public who form your readers I owe much for the support they have given to St. Dunstan's—the Hostel which I established just five years ago in London for the care and training of the soldiers who lost their sight in the War.

I think everyone knows now what heroic effort the men have made to overcome their handicap; the amazing triumph which has been theirs in the class-rooms and workshops of St. Dunstan's; yes, and how in their leisure time they have taken delight in dancing and rowing—all kinds of recreations at which they could excel—getting as close back to normal life as possible.

Impressive as that fact is, the sequel is more so. More than a thousand of these men have completed their training, have been set up in some occupation they have mastered, and, having put their training into practice, are able to speak not only of their interest in their work, not only of the most astonishing success in competition with sighted workers, but of real contentment, real enjoyment of life, of happiness and of hope—things which seemed lost to them for ever when first the news was broken to them that they were blind.

These men who have already returned to something like their old life, while some five hundred are still in training: these men who have gone back to their homes in this country or in the sister lands of the Empire, form the most remarkable body of blinded men that the world has ever known. Tragedy is inseparable from the word blindness—but they have given to this word a new meaning—they have turned it into a distinction conveying the idea of great-hearted courage, of infinite resource, of such accomplishment as other men may wonder at. They have made the appellation blind a mark of achievement.

So long after the termination of hostilities, it might be thought that the work of St. Dunstan's was nearing an end. May I tell your readers that more than ever now I need their support?

With some five hundred blind men in training the Hostel is almost as crowded as ever. And on the heels of the men blinded on the battlefields are coming to us those others whom blindness has overtaken gradually (23,000 men were discharged from the Army with seriously damaged eyesight), and it is impossible to gauge how great the demand on our resources will be or how long continued.

But apart from this tragic fact we are dealing now with an exceptionally large number of difficult cases.

The men who were physically fit passed through their course of re-education in an astonishingly short time; others cannot. They need the most careful individual attention, and though they will win out in the end, their training must go slowly.

We are hampered, too, by the difficulty of getting suitable shops and small poultry-farms for the men who have completed their training, and who must, therefore, remain at St. Dunstan's instead of making room for others.

We have Convalescent and Res-

Homes in the country and by the sea to maintain for the use of those blinded soldiers who want change and special care.

Meanwhile the organisation for the After-Care of the men who have left St. Dunstan's is rapidly becoming our chief concern. Because they are doing so wonderfully well is exactly the reason why nothing must be neglected to keep up their spirits, to watch over their work that it does not unconsciously deteriorate, to see that they get the best materials and the best markets, to keep alive that bond of fraternity which had its beginning at St. Dunstan's.

With this big programme before us we have to face the fact that the cost of everything is still going up by leaps and bounds. We are not going to do things less well than before for our brave blinded soldiers, and therefore our expenses must be greater.

When you think of these men living and working in perpetual darkness you will feel that money which can bring into their lives internal sunshine is money with a power for good that money seldom has.

Contributions to St. Dunstan's sent direct, or through this Journal, will be most gratefully acknowledged.—Yours faithfully,

ARTHUR PEARSON,
Chairman—Blinded Soldiers' and
Sailors' Care Committee, St.

Dunstan's Regent's Park,
London, N.W.1, Eng-

land.

St. Dunstan's, March 5, 1920.

CANTON INSURANCE
OFFICE LIMITED.NAVAL AND MILITARY
NOTES.

Jardine's did not send this in, but it would not be fair to our readers who are interested in the company to let petty spite deprive them of news to which they are entitled. So we will do it.

The report for presentation to the shareholders at the thirty-ninth ordinary meeting of the Canton Insurance Office, Ltd., to be held at the offices of the Company on Tuesday, 25th May, states—

The General Agents and Consulting Committee have pleasure in submitting a statement of the affairs of the office made up to 31st December, 1919, in Sterling and Hongkong currency.

Capital.—The call of \$50 per share directed by the Consulting Committee at a Meeting held on May 21, 1919, has been paid in full and the paid up Capital of the Company is thus increased to \$1,000,000.

Reserve Fund.—The special dividend, authorised by the Consulting Committee at their Meeting above-mentioned, to be paid out of the Reserve Fund, amounted, at exchange \$3 62, to \$83,541, 13s. 4d. This Fund is thus reduced to \$195,312,10.00.

The proposed appropriation of \$24,687, 10.0. to the credit of this Fund out of the profits of the year 1918 will bring the Reserve Fund up to \$250,000.

1918 Account.—After paying an interim dividend of \$18 per share on 21st May, 1919, the amount standing to the credit of this Account is \$1,296,175.88.

This is resolved to deal with in the following manner:

To pay a final dividend of \$12 per share..... \$ 120,000.00

To add to Sterling Reserve Fund \$24,687.10.0..... 224,358.97

To add to Reinsurance Fund..... 100,000.00

To add to Underwriting Suspense Account to close the year 1918..... 851,816.91

\$1,296,175.88

1919. Account.—The amount standing at credit of this Account is \$1,815,763.52. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share, absorbing \$180,000.00. The balance of \$1,635,763.52 will be carried forward.

Consulting Committee.—Mr. White resigned his seat on account of his departure from the Colony and Mr. G. W. Barton was invited to fill the vacancy.

The Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. Barton, Compton, Gubay, Maitland and Pearce retire but, being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Mr. H. Percy Smith, F.C.A., and The Hon. Mr. A. R. Lowe, F.C.A., who, being eligible, offer themselves for re-election.

JARDINE, MATHESON & CO., LTD.

General Agents,
WORKING ACCOUNT 1918.

Losses and Claims Paid \$1,600,550.84

Charges 88,314.02

Donation to War 224,358.97

Charities 10,000.00

Commissions 308,327.09

Balance, as per Balance sheet 1,475,175.88

\$3,484,667.83

Net Premium Received, less Returns and Re-insurances \$3,192,474.43

Interest 292,126.40

Transfer Fees 67.00

\$3,484,667.83

WORKING ACCOUNT 1919.

Losses and Claims Paid \$587,286.29

Charges 82,628.10

Commissions 227,509.80

Balance, as per Balance sheet 1,815,763.52

\$2,713,187.71

Net Premium Received, less Returns and Re-insurances \$2,409,456.62

Interest 303,187.03

Transfer Fees 95.00

\$2,713,187.71

BALANCE SHEET.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

IRISH REBELLION.

A POLITICAL BOG.

LONDON, May 16. The *Observer*, reviewing the anarchy in Ireland, declared that the position of the southern loyalists has become unbearable. Women and children are arriving in England "like Russian refugees." Moreover, the extremists have extended their outrages into Ulster. It is becoming hard to restrain the covenanters. If Sinnfein goes a step further there the covenanters will crush it at all costs. Meanwhile the paper opines that Ministers are considering the alternatives of intensive military activities and maritime, and an economic policy whereby a cordon would be drawn across Ireland cutting off the disaffected interior, removing therefrom every loyalist. Thereafter the area would be utterly ignored until it came to its senses. There would be no police, no troops, no trade, no education, no distribution of revenue, no railways, and a complete administrative boycott while the loyalists should be ensured against losses until they could be returned.

It is reported from another source that martial law will be proclaimed in Ireland shortly. A drastic plan of campaign is materialising. Re-inforcements from England are to be rushed over. Lord French had audience with the King yesterday morning.

MESOPOTAMIAN OIL.

LONDON, May 16. Attacking the Government's policy in the Mesopotamia oilfields, a *Sunday Express* declares that in 1914 the Anglo-Persian company had a hundred per cent. claim to Mesopotamian rights. Secondly, that in March 1914, owing to obstruction by Germans, who intervened through Kuhlman and others on behalf of the Turkish petroleum company, the claim was reduced to fifty per cent. although the arrangement was not ratified owing to the war. Thirdly, the Dutch combine to-day proposes to reduce the Anglo-Persian claim to 34 per cent.

AUSTRALIA AND THE OIL SUPPLIES.

MELBOURNE, May 15. The House of Representatives passed the second reading of the Anglo-Persian oil agreement by 36 votes to 17. Mr. Hughes stated that the commonwealth government would assist oil prospectors in Papua, New Guinea, and Australia.

MOTOR VEHICLES.

BUSES AND TRUCKS.

The opening up of new motor roads around the island of Victoria, in Kowloon, and in British New Territory, has been the main cause of the sudden jump in the number of motor vehicles in use here.

Our colonial Fire Department early fell into line, and the success of its motor service is unquestionable. In a place where there are practically no animal-drawn vehicles to be displaced, the introduction of mechanical means of land transportation is inevitable.

We already have had a brief glimpse of motor bus service, the Dragon Motor Car Company having had four in service running out to Repulse Bay.

What is needed here, however, is the establishment of a network of bus traffic lines, wherever there are suitable roads. Bus service to one or two points only will not be an economic success. There are flat areas and odd corners of our island which could be visited by buses throughout the day and the early hours of the night, the buses acting as "feeders" in the Tramways, or engaged entirely on their own.

On the Kowloon side, the possibilities are only limited by the extent to which that city, and the adjacent New Territory, is built up. But building follows in the wake of road construction and transportation, it does not march in the van.

The pioneers, those who look ahead, who sacrifice in spring in order to reap the harvests of autumn, the modern prototypes of the early railroad builders in the Wild West of America, these are the ones to whom we shall owe thanks, and more than thanks, in the years to come. These are the ones who will be the real factors in building up Hongkong and Kowloon. And if one day, as we all hope, there are splendid, easily reached homes, apartment houses, hotels, and public and private institutions hereabouts, with all the advantages thereof, our analysis at that time must disclose that the building up of motor transportation, the only suitable form of transportation for this Colony, has been responsible for the improvements.

To abandon generalization and "come down to brass tacks" it is rumoured, (rumour being the nearest thing to news available in Hongkong,) that several private companies, and departments of the government, are nosing inquisitively into the motor transportation question. Ere long, if we are correctly informed, Hongkong and Kowloon will be edified by the eight of real motor bus traffic lines. The Kowloon Residents' Association, we are given to understand, is making inquiries, as is the Hongkong Tramways Company, and our genial friend, Mr. Lauritsen of the "Dragon" Garage, into motor bus possibilities.

The Public Works Department is interested in big dump and material conveying trucks, we understand. And the Police Department may be favoured with a couple of new patrol motors, one for service between the jail and the Courts, and one or more for patrol and emergency service in

CIVIL SERVICE SALARIES.

THE OBSERVATORY.

The new scale of salaries for the Royal Observatory Department is as follows.

Director £600 to £800 by £20 annually.

Chief Assistant Director £450 to £550 by £20 annually.

Assistant Director £360 to £450 by £20 annually.

The Director is entitled to free quarters in the Observatory and the Assistant Directors come under the ordinary rules with regard to rent.

KINEMA NOTES.

CORONET THEATRE.

Now the word "Coronet" is generally recognized as a synonym for the highest quality cinema work. We get tired of saying there's a good picture at the Coronet Theatre, there is so seldom anything else. You have only two more nights on which to see a remarkable study of bigotry, some beautiful photography, and the exquisite acting of Nazimova, in "Out of the Fog." After that a great pantomime picture, "Aladdin," comes on, with hundreds of child artists.

PLEASURE AIR CRUISING.

LIKELY TO BE EXPENSIVE.

An aerial "yacht" is among the possibilities of the near future. Experiments have been carried out by a northern firm to produce a small airship on the lines of a miniature blimp. Questioned as to the possibilities of such a craft as an air cruiser for weekends, an official on the technical side of the airship service said that the cheapness of the scheme had probably been exaggerated. Something nearer £10,000 than £1,000 is likely to be the market figure of any such production. I am aware that commercial firms are conducting experiments with this object in view, but they are up against high-priced materials and labour. The cost of the engine for a speed of 50 miles an hour would be at least £500, and then there is the envelope to be considered. The cheapest thing so far found is linen. Most other materials which have been tried are of a very expensive nature. It will, in my opinion, be some time before a cheap airship for family use is possible. The idea of a machine costing less than a car is like an idiotic—Ex.

A MODERN SUCCHI.

Several years ago one Succhi shut himself up in a glass tank at the Westminster Aquarium (no water in it but what he drank) to prove he could live for 40 days without food. "Le championnat des difficultés intérieures" as a French journalist called it. More practical, a middle-aged Cambridge don, named Joseph Barcroft, F.R.S., was shut up in a sealed glass case to see whether one could calculate the quantity of oxygen necessary to an airman at high altitudes. The case in which Mr. Barcroft was shut up for six days was specially erected in a quiet room in the physiological laboratory. The case is about 7 ft. high and about 10 ft. broad. The floor, walls and roof were made of glass, hermetically sealed, and divided into two compartments—one fitted with a lounge chair and table, and the other with a simple bed. A sort of treadmill apparatus was included, to enable Mr. Barcroft to take exercise—Succhi, one recalls, avoided anything likely to make him hungry. One reads that during his six days in this case Mr. Barcroft spent his time in work relating to the experiments, in taking exercise on the treadmill, and in sleeping. He was kept under observation day and night to ensure his personal safety, undergraduates and others taking it in turn to keep watch. He appears to have come through all right, but what he proved is not stated. No doubt there will be a learned paper for the Royal Society.

reason why Hongkong, and its neighbouring sections, should not be so really beautiful.

Many of the hotel buses shown

are really beautiful.

With Bolivia, the Philippines,

Uruguay, and New Zealand in

game, it will not do for us to lag

behind.

As an illustration of the importance

of motor truck constructions at an

industry, it may be said that at the

enormous White plant alone, in

Cleveland, on the Great Lakes, nearly

18,000 trucks, for the Allied nations,

were constructed during the

war, of a valuation of more than 52

million gold dollars. At the time the

Armistice was signed there were over

5,000 additional motor trucks on

order with this company, of a valua-

tion of about 15 million gold dollars,

of which orders were cancelled.

HONGKONG JUDGE BANKRUPT.

IS HIS PENSION AN ASSET?

A meeting of creditors has been held at Bankruptcy Buildings under a receiving-order made on the petition of a firm of moneylenders against Sir Francis Taylor Figgott, barrister-at-law, of Stone Buildings, Lincoln's Inn. Mr. E. Parke, Assistant Official Receiver, who presided, said that the debtor, who was formerly in the Colonial Service, had lodged a statement of affairs showing liabilities expected to rank £27,557, and assets valued at £594. The debtor stated that apart from these assets he was interested in certain business which he hoped would come to a head in a week or two, and be able to pay his debts in full. The creditors passed resolutions for bankruptcy, and the appointment of Mr. David Hart, accountant, as trustee, but the Official Receiver explained that the debtor would receive notice of the application for an adjudication in bankruptcy, and could place his reasons for delay before the Registrar.

In order to meet these conditions

newspapers and magazines all over the

world have been obliged to raise their

subscription and advertising rates—in

some cases by as much as 100 per cent

—and, at the same time, to curtail the

size and number of pages. For the

present, however, it has been decided

in the interests of the public generally

and of advertisers in particular, to

raise the price of the "China Mail" un-

changed.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided in the interests of the public generally and of advertisers in particular, to raise the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

NOTICES.

LANE, CRAWFORD & CO.

FOR SILK SOCKS.

EVERY DAY THERE IS SUNSHINE; JUST ENOUGH TO WARM US THAT SUMMER IS HERE; JUST ENOUGH TO TURN OUR THOUGHTS TO SILK SOCKS; AND THE INCOMPARABLE DELIGHT IN THE KNOWLEDGE THAT THEY ARE COMFY, SOOTHING AND DURABLE TO WEAR: PRICES RANGE FROM \$2.25, \$2.75, \$4.25, \$4.75, PAIR.

COLUMBIA NEW RECORDS RECEIVED.

A 1516	(Cohen on the 'Phone Happy' The Married Simplicity)	Comic
A 2251	(L'ardita Valse)	Whistling Solo
A 2494	(The Boy & the Birds)	Descriptive Princes Band
A 2835	(In the Valley of Sunshine Tenor Solo Henry Burr Peggy)	Tenor Solo Henry Burr
	(Say it with Flowers)	C. Harrison

THE ANDERSON MUSIC CO., LTD.

18 DES VŒUX ROAD. TEL. 1322.

ROUND THE ISLAND OF HONGKONG.

BY THE BEST & MOST COMFORTABLE MOTOR CARS

AT THE SPECIAL REDUCTION PRICES:

HUDSON or CHANDLER, 7-passenger Motor Car \$12.00

OAKLAND, 5-passenger Motor Car \$ 8.00

Phone 2499. BREEZY GARAGE,

161, Des Vœux Road, Central, (next to Sincere Co., Ltd.)

FANCY BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits of Milk.

Tansan raises the spirits and excites gaiety, anticipation, even as a flagon of wine exhilarates the monks of old.

For the good old friar of orders gray

Would have waived the flagon of wine away

And consoled himself as any man can

With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:

GARDE, PRICE & COMPANY, Ltd., Tel. No. 1255.

6, QUEEN'S ROAD, CENTRAL.

TO-DAY'S NEW ADVERTISEMENT.

AN EXHIBITION

OF

PAINTINGS

IN

OIL AND WATER COLOURS

BY

FAMOUS JAPANESE ARTISTS OF TOKYO

TO BE HELD AT

ST. ANDREW'S HALL,

On MAY 19th, 20th and 21st

between 1 p.m. and 6 p.m.

A CORDIAL INVITATION IS EXTENDED TO ALL

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS.

To Macao daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)

From Macao daily at 8:30 a.m. and 8 p.m. (Sundays at 6 p.m.)

Police Permit to leave the Colony are not required.

Further information may be obtained at the COMPANY'S OFFICES, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.
(TAITO KAIUN KAISHA)Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING cargo on through Bills of Lading to South AFRICAN PORTS with transhipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

IND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

BAVARIA MARU..... Wednesday, 16th June.

HIMALAYA MARU..... Middle of July.

BUENOS AIRES Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

PANAMA MARU..... Friday, 28th May.

SEATTLE MARU..... Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

LUZON MARU..... Sunday, 23rd May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

UNNAN MARU..... Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

MITSUKI MARU..... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU..... Wednesday, 26th May.

CHICAGO MARU (Call Manila)..... Saturday, 6th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

ALASKA MARU..... Monday, 24th May.

JAPAN PORTS—Moj, Kobe Yokohama, Yokohama.

MADRAS MARU (Call Kobe & Pusan)..... Wednesday, 28th May.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf

near the Harbor Office.

TAKAO via SWATOW and AMOY.

SOSHU MARU..... Thursday, 20th May.

SHISEN MARU..... Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S. S. CO., LTD.

FOR MELBOURNE & SYDNEY, via MANILA,

SANDAKAN & QUEENSLAND PORTS.

"HWAH PING"..... Sailing on or about..... June 1st.

"VICTORIA"..... Sailing on or about..... July 1st.

("Calling at Port Darwin). For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

113 Connaught Road Central. Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAO	SUNNING	May 20, at Noon.
SWATOW and BANGKOK	CHINCHOW	May 25, at 4 p.m.
AMOY, SHANGHAI and PUKOW	ICHANG	May 25, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	May 25, at 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KUCHING	May 26, at 1 p.m.
SHANGHAI	SINGAPORE	May 26, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsinling (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWINE.

Telephone No. 36.

AGENTS.

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

About May 13th.

"EDMORE"..... About June 10th.

"CROSBY"..... About June 22nd.

"IGORUM"..... About July 10th.

"WHEATLAND MONTANA"..... About July 15th.

FOR PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"..... About June 15th.

"WABAN"..... About June 23rd.

"ABERDEEN"..... About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "DRYDEN"..... Sails about May 28th

S.S. "WYTHEVILLE"..... Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONES 2477 & 2478. AGENTS.

5TH FLOOR, HOTEL MANSIONS.

LOS ANGELES-PACIFIC NAVIGATION COMPANY.

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARD..... ABOUT..... SAILING FOR LOS ANGELES..... ABOUT.....

S.S. VINTA..... May 26. S.S. VINTA..... May 27.

S.S. WEST BIXON..... June 10. S.S. WEST BIXON..... June 12.

S.S. WEST MONTOP..... July 10. S.S. WEST MONTOP..... July 12.

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transhipment en route.

Shipside connection with the Salinas, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—KOBE, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Building, Chater Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1062.

"YOKO KISEN KAISHA"

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST, HIGH CLASS Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIKING..... Capt. A. H. Stewart..... FRIDAY.

HAILOONG..... Capt. J. S. Thomson..... TUESDAY.

21st May, at 2 p.m. 22nd May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

FOR FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRIA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

Subject to change without notice.

THE BANK LINE, LTD.

Or to KEIIS & CO., Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

TUESDAY, MAY 18, 1920.

SHIPPING

**P. & O.-BRITISH INDIA
APCAR AND
EASTERN & AUSTRALIAN
LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From	To	Destination
"DELTA"	8,000	5th June	Marseilles	London & Antwerp.
"NELLORE"	7,000	13th June	Marseilles	London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From	To	Destination
"MUTTRA"	4,700	22nd May	Straits, Rangoon and Calcutta.	
"TAKADA"	7,000	16th May		

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From	To	Destination
EASTERN"	4,000	25th May	Sydney via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.	
"DELTA"	4,000	18th May	Shanghai.	
"GHARINDA"	18th May	Kobe.		
"NELLORE"	7,000	15th May	Shanghai, Moji, Kobe & Panama.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From	To	Destination
"DELTA"	4,000	18th May	Shanghai.	
"GHARINDA"	18th May	Kobe.		
"NELLORE"	7,000	15th May	Shanghai, Moji, Kobe & Panama.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

"Calls at Antwerp.
Tickets Interchangeable.
Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES,
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22, De Vaux Road, Central, HONGKONG.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASEIMA MARU (Calling Manila) Saturday, 22nd May, at 11 a.m. **FUSHIMI MARU** ... Tuesday, 15th June, at 11 a.m. **TAJIMA MARU** (Calling Manila) ... Wednesday, 20th June, at 11 a.m. **KATORI MARU** (Calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU ... Saturday, 22nd May, at Noon. **SADO MARU** ... Friday, 28th May, at Noon. **KITANO MARU** ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

AKI MARU ... Friday, 28th May, at 11 a.m. **TANGO MARU** ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

LIMA MARU ... Monday, 24th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Wednesday, 26th May. **BOMBAY MARU** ... Wednesday, 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.

SANUKI MARU ... Tuesday, 25th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 23rd May, at 11 a.m. **NIKKO MARU** ... Friday, 28th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INADA MARU ... Thursday, 20th May, at 11 a.m. **TSUSHIMA MARU** ... Sunday, 3rd May.

KAMO MARU ... Thursday, 3rd June, at 11 a.m. **AKI MARU** ... Thursday, 3rd June.

For further information apply to **NIPPON YUSEN KAISHA**, 8, YASUDA, Marunouchi.

TELEPHONE Nos. 103 & 123.

THE CHINA MAIL

VESSELS ADVERTISED AS LOADING

DESCRIPTION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tango Maru	Toyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Tango Maru	Toyo Kisen Kaisha	On 13th June.
Venice	Venice	Pacific Mail S.S. Co.	On 18th May.
Peru	Peru	Pacific Mail S.S. Co.	On 19th June.
China	China	China Mail a.s. Co., Ltd.	On 3rd May.
Seattle, Tacoma, Victoria & Vancouver	China	China Mail S.S. Co., Ltd.	On 2nd May.
Victoria B.C., & Seattle via Shantou, &c.	The Admiral Line	Osaka Shosen Kaisha	On 2nd May.
Vancouver via Shantou, &c.	Edmores	Osaka Shosen Kaisha	On 3rd June.
Vancouver	Afric Maru	Canadian O.S. Ltd.	On 28th May.
Shanghai, Kobe and Yokohama	Kashima Maru	Canadian O.S. Ltd.	On 20th May, at 11 a.m.
Amak, Kobe and Yokohama	Empress of Asia	Canadian O.S. Ltd.	On 20th May, at 11 a.m.
Empress of Japan	Empress of Japan	Canadian O.S. Ltd.	On 20th May, at 11 a.m.
Shantou, Kobe and Yokohama	Inada Maru	Nippon Yusen Kaisha	On 29th May, at 11 a.m.
Australia	Aki Maru	Toyo Kisen Kaisha	On 13th July.
Australia	Eduard	Toyo Kisen Kaisha	About 16th June.
New Zealand	Edmores	Toyo Kisen Kaisha	End of May.
Peru	Edmores	Toyo Kisen Kaisha	On 23rd May, at 11 a.m.
Peru	Edmores	Toyo Kisen Kaisha	On 10th May, at 8 p.m.
Peru	Edmores	Toyo Kisen Kaisha	On 15th May.
Peru	Edmores	Toyo Kisen Kaisha	On 20th May.
Peru	Edmores	Toyo Kisen Kaisha	On 25th May.
Peru	Edmores	Toyo Kisen Kaisha	On 1st June.
Peru	Edmores	Toyo Kisen Kaisha	On 21st May, at 9 p.m.
Peru	Edmores	Toyo Kisen Kaisha	On 1st June.
Peru	Edmores	Toyo Kisen Kaisha	On 3rd May.
Peru	Edmores	Toyo Kisen Kaisha	On 16th June.
Peru	Edmores	Toyo Kisen Kaisha	On 22nd May, at Noon.
Peru	Edmores	Toyo Kisen Kaisha	On 28th May.
Peru	Edmores	Toyo Kisen Kaisha	On 5th June.
Peru	Edmores	Toyo Kisen Kaisha	On 20th May.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

TUESDAY, May 18th.
WEDNESDAY, June 13th.
WEDNESDAY, July 14th.

ALSO

The following U. S. Shipping Board vessels
S.S. "WEST CADDY" SATURDAY, May 23rd for San Francisco direct.

S.S. "EASTERN MERCHANT" TUESDAY, May 25th for San Francisco via Shanghai and Japan Ports.

S.S. "WEST CONOR" Beginning of June for Baltimore via Suez and usual Ports of call.

For further information apply to

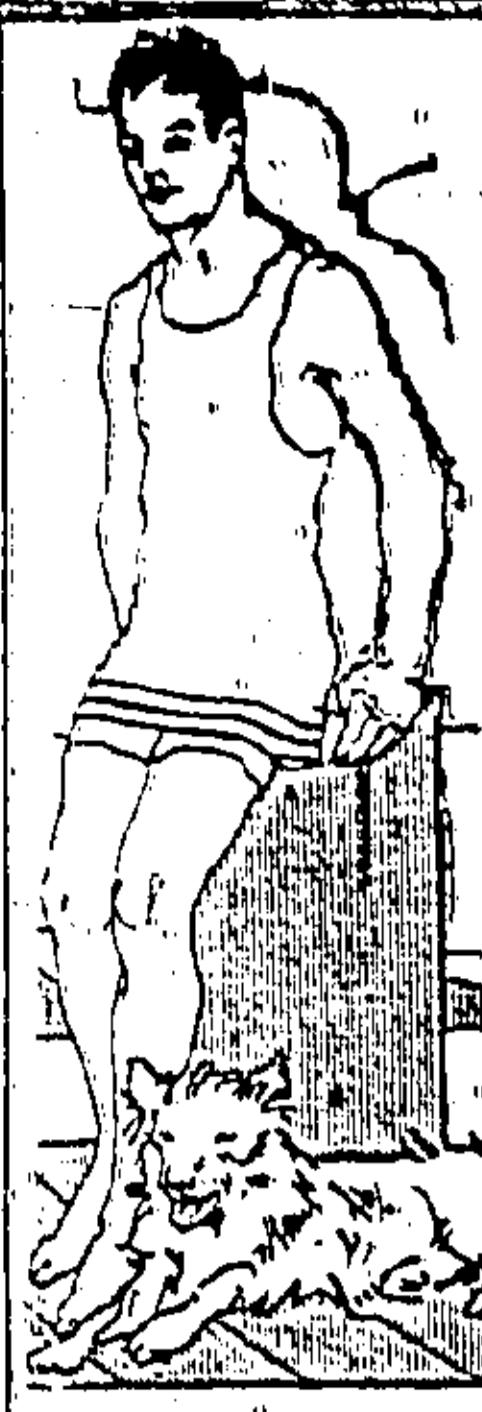
PACIFIC MAIL S.S. CO.

Hotel Mansions,

Cable Address "SOLANO"

Telephone 141.

BATHING — PARTIES



will soon be in full swing.
Choose your Bathing Suit
from our new Stock and
you'll be ready for a swim.

The newest styles in plain
colours and fancy stripes
in cotton and wool.

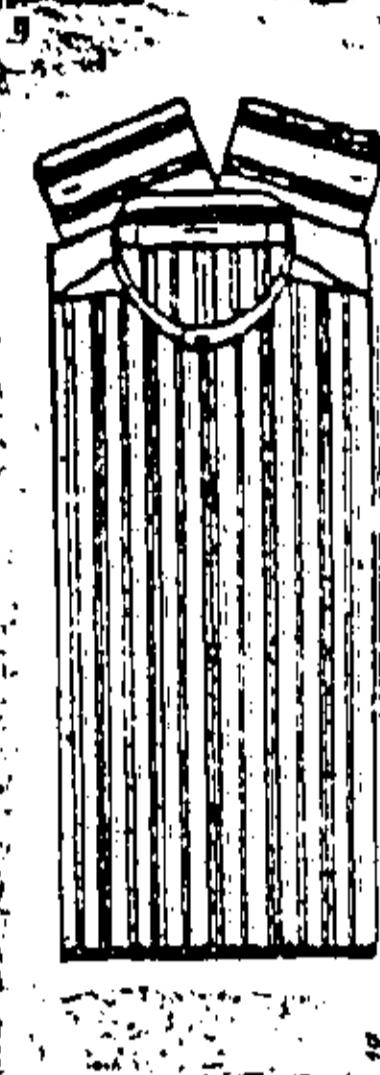
PRICES RANGE FROM \$3.25 per Suit.

MACKINTOSH
& CO. LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 29.

SUMMER BARGAINS SHIRTS SPORT GARMENTS



Unsurpassed for

STYLE & VALUE

Guaranteed Fadeless.

THE SINCERE CO., LTD.

"Hongkong Emporium."

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard.)
8, Ice House Street, HONGKONG.

WAR DEPARTMENT CHINESE GET INCREASED PAY.

War Office Authority has been received to increase the pay of all native workmen in War Department Employ excluding Clerical Staff from April 19th 1920 on the following scale:

An increase of 32½ per cent to all employees including apprentices except No. 1. Men. Those drawing \$100 or less on January 1st 1920, shall participate to the full 32½ per cent. No. 1. men drawing more than \$100 a month, on January 1st 1920 to receive an advance of 20 per cent.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

ITALIAN AVIATOR ARRIVES IN PEKING.

PEKING, May 18. Ferrarin, who is participating in the Rome to Tokyo flight, arrived in Peking at noon from Tsingtao, and received an enthusiastic welcome. The Marquise Durazzo, wife of the Italian Charge d'Affaires, kissed the aviator and his compatriots greeted him with vivas. The Chinese greeted him with Wansui, "thousand years."

General Ting Ching, head of the Chinese Aviation Department, presented a silver incense-burner on a stand bearing the inscription "To the First Man to Fly across the Continent of Asia."

Wang Kai-wen, on behalf of the President, pinned on the Order of Wenhua (Fourth Class) on Ferrarin's breast.

The aviator leaves for Tokyo in three days.

STUDENTS' RETURN TO BOOKS

PEKING, May 18. Students resumed classes to-day.

THE VACANT PREMIERSHIP.

PEKING, May 18. Chow Shu-mu has declined the Anfu offer of Premiership. It is believed that Admiral Sah will also decline it.

The paintings, which reveal an admirable choice of subject and interpretation, depict beautiful landscape and seascapes scenes in and around China and Japan, flowers, fruits, etc. The exhibition will last for three days.

Mr. T. Shirataki, who exhibits twelve oil paintings, is one of the best known artists in Japan. He graduated at the Art Academy of Tokyo in 1898 and in 1905 went to America where he studied under R. W. Vanier of New York for two years. In 1908 he went to London and Paris where he studied under the celebrated painter, the late R. Colm. In 1911 he returned to Tokyo and since then his pictures have been accepted each year at the art exhibition held under the auspices of the Imperial Department of Education. In 1918 his work was recommended for acceptance without preliminary ex-

DAIRY FARM NEWS.

Received new shipments
of
**LAMB, MUTTON, BEEF,
RABBITS, HALES,
&c., &c.**
from Australia.

KIPPEES, FINN HADDOCKS, FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

JAPANESE ART.

EXHIBITION IN HONGKONG.

There will be opened in St. Andrew's Hall to-morrow an exhibition of paintings, both water and oil colour, including a wide range of modern art, by seven prominent Japanese artists, two of whom have studied extensively in Europe and America.

The paintings, which reveal an admirable choice of subject and interpretation, depict beautiful landscape and seascapes scenes in and around China and Japan, flowers, fruits, etc. The exhibition will last for three days.

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amination for the exhibition, a signal honour for a Japanese artist.

Another prominent exhibitor is Mr. M. T. Takeuchi, R.A., whose exhibits include one of his best works, "A Morning in Summer" and "Putney Bridge" and "Bruges, Belgium." From his earliest boyhood Mr. Takeuchi displayed a genius for painting. Consequently, about nine years ago, his parents sent him to London where he studied under several famous masters. He spent considerable time in Rural England, especially Sussex, where several of his best works were painted.

Three of his pictures—Wimbledon, Night, and Amberley by Moonlight were hung in the Royal Academy. The last mentioned picture was purchased by Lord Lansdowne. Mr. Takeuchi has also travelled extensively in France and Belgium where he painted some of his masterpieces.

Though born in Tokyo and educated in that city he has spent the greater part of his life in Europe.

The other artists whose work is represented in the exhibition are Mr. T. Atom, one of the leading Japanese oil colour painters (16 paintings), Mr. Ishikawa (20 water colour paintings), Mr. Hashi (28 water colour paintings), Mr. K. Sona (5 oil colour paintings), and Mr. S. Shibata (6 water colour paintings).

The prices of the pictures range from \$15 to \$650.

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

"Keepkool" Underwear

FOR MEN.

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfills all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve \$2.50 each
Size 32 to 44 inch.

KNEE DRAWERS \$2.50 each
Size 34 to 44 inch.

The NEW STYLE one Button Combination
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Chiffon Velvets, Charmeuse,

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AN ANGLO AMERICAN UNDERSTANDING.

IAN HAY FORESEES A COMBINATION THAT WILL "SAVE CIVILIZATION."

Having delivered 420 lectures in America travelling from extreme east to west and north to south, Ian Hay, the very well-known and popular novelist and dramatist, who in private life is Major Bell, is a first-class authority on Anglo-American relations. He has just returned to London from another trip to the United States.

There is a strong wave of anti-British feeling in America. It would be stupid to ignore it, but as it is equally our duty to see the silver lining as to recognise the cloud, let me say at once that everything will come right in the end.

The situation is temporary. Our friends over there are working for us, and day after day they begged of me to convey the message that we shall come together in the end. "The present strain," they said, "will be lived down, and an understanding is absolutely inevitable. Ultimately we shall arrive at a combination that will save civilisation."

I firmly believe that they speak truly.

But to get back to the present: our relations of the moment arise out of our inability to catch one another's points of view.

The view of the Man in the Street here is that "America was slow to come into the war and quick to get out."

"NONE OF OUR BUSINESS."

Over there, the Man in the West and the Middle West—indeed, everywhere beyond the great centres such as New York, Philadelphia, and Washington—looks at it and speaks of it thus: "This war was none of our business, but Germany was winning. Civilisation was at stake, so we came in whole-heartedly and helped you out of the difficulty."

Now all we ask is to get back to our affairs, which have been sadly neglected.

"We don't want to take part in any of your European complications. We don't ask for any of the huge territories you have acquired. But we would have been grateful for some little thanks from you for what we did."

They don't realise that these vast possessions are a frightful burden on us. They regard it as land grabbing; at least, the Americans do who are educated in world politics.

Uneducated opinion—in both nations—has got thoroughly, the wrong idea of the other's attitude over the League of Nations.

Our attitude is, "We don't want it very much, but, strongly pressed by America, we acquiesce. Then they backed out and left us with the whole mess in our hands."

Their point of view is that the League of Nations was an enterprise, very skilfully engineered by Lloyd George and Clemenceau, in which British and French interests were to be protected very largely by Americans, who were to get nothing out of it.

"INFLUENCE OF ELECTIONS."

We must always bear in mind that the position is much aggravated by

TAKE CARE OF YOURSELF.

If you want a clear head and good direction you must not let your bowels become clogged with poisons sent from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails, you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.



Comfort under a strain is the test of comfort and the best braces made, "Shirley President", will stand the test.

Shirley President Braces are made by the manufacturer for just such contingencies. Wear Shirley-President Braces for all uses. Millions of satisfied wearers the world over. Guaranteed by the makers.

Look for the name "Shirley President" on the buckles.

For Sale By Good Dealers Everywhere.

PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U. S. A.

Established in 1876.

Cable Address PRESIDENT

Western Union, A.B.C. Fifth Edition and Bentley's Code.

SOVIET SIDELIGHTS.

Continued from Page 3.

DESPERATE ESCAPE.

"On another occasion I met an Englishman employed as secretary to a Russian banker. He had lived in Russia for many years, and when the revolution broke out he was in Petrograd. He told me that he managed to get through to Moscow. There the Bolsheviks were very strong and extremely cruel, and every minute he expected to be taken away and murdered. It was impossible to get away from the city, so he got into touch with seven Russian officers belonging to the old Army, who were in hiding. Their plans to escape seemed so hopeless that he decided to join them. That night he printed a large poster calling himself Plenipotentiary Ambassador Extraordinary, authorised by the British Government to look into the Bolshevik movement. On the following day he was brought before the Bolshevik leader, and asked his business. He explained that many missions had been sent to see the condition of the Volunteer Army, but he, having sympathies with the Bolsheviks, had been sent to see the other side. The leader was impressed, and immediately ordered a special train to be run down to the fighting line for him and his staff which consisted of the disguised Russian officers. The party had a hearty send-off, and when nearing a railway junction the Russian officers attacked the driver, guard, and fireman, leaving them on the railside, and drove the train into a country free from Bolshevik domination."

ANARCHIST INTERLUDE.

"A lady whom I met, the wife of a Russian naval officer, was one night awakened by a number of Bolsheviks entering her bedroom. One can imagine her plight, but all that happened was that these desperados ordered her to 'hand over' the 'keys' of her boxes, which she did promptly. While the Bolsheviks were helping themselves to her belongings an Anarchist entered carrying a large bomb. There is quite a difference between the tame Bolshevik and the Anarchist, who is a sort of maniac, and believes in destroying everything, even his own life. Fearing the Anarchist might drop the bomb, they rushed upon him and cast him into the street and remained smirking and protecting the young lady. At length one who seemed to possess a little brain power realized how foolishly they were acting in guarding a bourgeoisie. It had not dawned on any of them before, so all arose, packed up the young lady's belongings, and departed."

In conclusion, Capt. Blair recounted the episode of a Russian, of good family, who was released from a fortress on payment of a ransom by his mother. He was immediately rearrested, and another ransom was paid.

This occurred altogether four times until the officer saw through the game, and eventually escaped, through his own efforts. The captain ended: "Revolution is liberty, but this Bolshevism is liberty unto licence."

The preparations for the coming Presidential Election. Four years ago the same thing happened—very curious coincidence—when America was governed not by responsible officials but by candidates for office.

Nobody could then afford to take a strong line about anything. Both sides were waiting until the election was over, and that accident delayed America's entry into the war by nearly twelve months.

And now, after four years you have America's whole political outlook clouded by this same vote-catching campaign.

In spite of all the artificial agitation that is got up to make trouble regarding the League of Nations, and Ireland, everything will come right.

All the noise will die down; but at present there it is, and we have simply got to be patient.

THE LEAGUE OF NATIONS.

We must always bear in mind that

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Gold 100 fine (per tael) 32/-

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" 5 1/2 die.
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Hongkong 50 cents sub. 1/- die.

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